AMENDMENTS TO THE CLAIMS:

The following listing of claims replaces all prior versions and listings of claims in this application.

LISTING OF CLAIMS:

1. (Currently Amended) A securing device for securing a turbocharger casing of a turbocharger to a base, the securing device comprising:

~~having~~ a first and a second foot which can be fixed to **[[**in**]]** the base, ~~it being possible for~~ the two feet being configured so as to connect ~~be connected~~ to the turbocharger casing at an axial distance from one another ~~, and~~ ;

the second foot comprising a casing connection region, which ~~can be connected~~ is configured to connect to the turbocharger casing and is ~~designed~~ in the form of at least a partial circle arc, a base connection region, which is at an axial distance from the casing connection region and is configured to connect ~~can be connected~~ to the base, and an axial strut arrangement, which connects the two connection regions to one another and includes an angle α in the range from 0° to 60° with respect to the base**[[**,**]]** ;

wherein the casing connection region comprises an axial stop which conforms to and extends along the shape of the ~~is in the form of a~~ circle arc and is configured to connect ~~can be connected~~ in a positively locking manner in the axial direction to the turbocharger casing, and the axial stop protrudes radially inward toward the center of the circle arc and forms an abutment surface that faces substantially in the axial direction.

2. (Previously Presented) The securing device as claimed in claim 1, wherein the casing connection region describes an arc of at least 90°, wherein the base connection region is arranged in particular on the opposite side of the casing connection region from the first foot.

3. (Previously Presented) The securing device as claimed in claim 1, wherein the turbocharger casing has a connecting flange, the external radius of which corresponds to the radius of the partial circle or circle arc of the casing connection region, so that the connecting flange and the casing connection region engage in one another in a positively locking manner, and wherein the casing connection region and the turbocharger casing are fixed with respect to one another by means of fixing elements which are distributed uniformly over the partial circle arc or circle arc.

4. (Previously Presented) The securing device as claimed in claim 1, wherein the second foot has side strut arrangements, which engage on the circle-arc-shaped casing connection region on both sides of the longitudinal axis of the turbocharger and extend as far as the base, forming a support.

5. (Previously Presented) The securing device as claimed in claim 4, wherein the side strut arrangements connect the casing connection region to the base connection region and are plate-shaped.

6. (Previously Presented) The securing device as claimed in claim 4, wherein the axial strut arrangement is designed in such a way that it is in each case laterally connected to the respective side strut arrangement over its entire axial length.

7. (Previously Presented) The securing device as claimed in claim 1, wherein the axial strut arrangement is designed in the form of a shell-shaped strut plate, the cross section of which in the casing connection region reproduces the partial circle arc or circle arc of the casing connection region, and its cross section in the region of the base connection region describes approximately a straight line.

8. (Previously Presented) The securing device as claimed in claim 1, wherein the second foot is connected to the base with the aid of securing means in such a manner that the second foot can be displaced with respect to the base at least axially in the region of a defined path.

9. (Previously Presented) The securing device as claimed in claim 8, wherein the base connection region has receiving openings for the receiving, with play, of a securing means, the securing means comprising a securing element which can be fixed in the base and a sliding shoe which surrounds the securing element.

10. (Previously Presented) The securing device as claimed in claim 1, wherein the turbocharger casing, along its longitudinal axis, comprises a compressor casing and a turbine casing with a gas inlet casing and a gas outlet casing, and to

secure the turbocharger the second foot is arranged at a distance from the first foot, in the direction of the gas inlet casing, and in particular is connected to the gas outlet casing on the turbine side.

11. (Previously Presented) The securing device as claimed in claim 10, wherein the first foot is connected to the gas outlet casing on the compressor side.

12. (Previously Presented) The securing device as claimed in claim 11, wherein the first foot has a connecting element which is connected to the gas outlet casing and axially fixes the gas outlet casing, the connecting element being connected on the compressor side to a receiving saddle, on which a compressor side of the gas outlet casing is supported in a sliding manner.

13. (Previously Presented) The securing device as claimed in claim 10, wherein the first foot is designed as a bearing foot which is connected to a bearing casing arranged between the turbine casing and the compressor casing.

14. (Previously Presented) The securing device as claimed in claim 1, wherein the casing connection region describes an arc of 180° ± 30°, wherein the base connection region is arranged in particular on the opposite side of the casing connection region from the first foot.

15. (New) A turbo charger apparatus comprising:

a turbocharger;

a base;

a first and a second foot which can be fixed to the base, the two feet being configured so as to connect to the turbocharger casing at an axial distance from one another;

the second foot comprising a casing connection region, which is configured to connect to the turbocharger casing and is in the form of at least a partial circle arc, a base connection region, which is at an axial distance from the casing connection region and is configured to connect to the base, and an axial strut arrangement, which connects the two connection regions to one another and includes an angle α in the range from 0° to 60° with respect to the base;

wherein the casing connection region comprises an axial stop which conforms to and extends along the shape of the circle arc and is configured to connect in a positively locking manner in the axial direction to the turbocharger casing, and the axial stop protrudes radially inward toward the center of the circle arc and forms an abutment surface that faces substantially in the axial direction.